



# City of Loma Linda Official Report

Karen Gaio Hansberger, Mayor  
Floyd Petersen, Mayor pro tempore  
Robert Christman, Councilmember  
Stan Brauer, Councilmember  
Robert Ziprick, Councilmember

COUNCIL AGENDA: May 11, 2004

TO: City Council

VIA: Dennis R. Halloway, City Manager

FROM: T. Jarb Thaipejr, Public Works Director/City Engineer

SUBJECT: Council Bill #R-2004-15 - RESOLUTION TO APPROVE MEASURE I EXPENDITURE PLAN FOR REVENUES EXPECTED TO BE DERIVED FROM THE PROPOSED CONTINUATION OF MEASURE I, SAN BERNARDINO COUNTY'S ONE-HALF OF ONE PERCENT TRANSACTIONS AND USE TAX FOR TRANSPORTATION IMPROVEMENTS

## RECOMMENDATION

1. Adopt resolution to approve the Expenditure Plan for the revenues expected to be derived from the proposed continuation of Measure I, San Bernardino County's one-half of one percent sales tax for transportation improvements, tentatively scheduled for voter consideration on November 2, 2004.
2. Forward a signed and dated resolution to San Bernardino Associated Governments by May 28, 2004.

## BACKGROUND

San Bernardino County voters approved Measure I, the County's one-half of one percent transactions and use tax for transportation improvements, in November 1989. Since its inception, Measure I has provided funding for numerous transportation projects, including freeways, local roads, major streets, interchanges, the Metrolink commuter train system, public buses, traffic signals, and more. Measure I will expire in 2010, and a proposal is underway to continue the existing tax.

San Bernardino Associated Governments, in its function as the San Bernardino County Transportation Authority, has been working with private sector stakeholders and city and County representatives to prepare an Expenditure Plan for the revenues expected to be

derived from the continued Measure I tax, together with anticipated federal and state funds. This Measure is anticipated to be placed on the November 2, 2004 ballot.

If approved by voters, Measure I would authorize the collection of a one-half of one percent sales tax for a 30-year period from 2010 to 2040, generating an anticipated total of \$6 billion for local transportation projects, without raising additional taxes. These funds would remain in San Bernardino County and could not be borrowed or suspended by the state or federal governments for any reason. A million more people are projected to live in San Bernardino County by 2030, and Measure I will help fight traffic congestion with a long-term funding source for freeways, highways, major streets, local streets, passenger trains and bus fare discounts for seniors and persons with disabilities. Measure I will help improve road access for emergency responders, such as police, fire and ambulance services and will help repair badly deteriorated roads countywide. Measure I also will help boost San Bernardino County's economy by providing construction-related jobs and manufacturing jobs and by making the area more attractive to businesses that need an effective transportation network for its employees and customers. Annual financial audits and an Independent Taxpayer Oversight Committee will ensure that funds are spent appropriately.

The Measure I Expenditure Plan ("Plan") specifies the allocation of tax revenue countywide for the new measure, which would take effect upon the expiration of the current measure in 2010. Key elements of the Plan are as follows:

- The Plan retains the six county sub areas and directs revenues generated from each sub area to be expended on transportation projects of direct benefit to that sub area.
- Within the San Bernardino Valley Sub area, the funds collected from this sub area would be used for projects of direct benefit to the Valley, using the following formula:
  - 29% - Freeway projects
  - 11% - Freeway interchange projects
  - 20% - Major street projects
  - 20% - Local street projects (Returned to local jurisdictions for priority projects)
  - 8% - Metrolink/rail service
  - 8% - Senior and disabled transit service
  - 2% - Express bus/bus rapid transit service
  - 2% - Traffic management systems (signal synchronization, commuter assistance, etc.)
- Within the Mountain/Desert Sub areas (the North Desert Sub area, the Colorado River Sub area, the Morongo Basin Sub area, the Mountain Sub area and the Victor Valley Sub area), the funds collected from each sub area would be used for projects of direct benefit to each sub area, using the following formula:
  - 70% - Local street projects (Returned to local jurisdictions for priority projects)
  - 25% - Major local highway projects
  - 5% - Senior and disabled transit service
- The Plan further would reserve 3% of the revenue generated in both the San Bernardino Valley Sub area and the Victor Valley Sub area for improvements to the Cajon Pass, which are critical for intra-county travel for residents of both sub areas.

- As in the current Measure I, the Plan provides for all future development to pay its fair share for needed transportation facilities as a result of the new development. No Measure I revenue would be used to replace the fair share contributions required from new development.
- The Plan also contains a requirement for annual financial audits of each jurisdiction's expenditure of Measure I funds and establishment of an Independent Taxpayer Oversight Committee.

San Bernardino Associated Governments, acting as the San Bernardino County Transportation Authority, approved the Expenditure Plan on May 5, 2004 for circulation and approval by member jurisdictions. Public Utilities Code section 180206 requires that the County Board of Supervisors and a majority of the cities representing a majority of the population approve the Expenditure Plan. Upon receipt of these approved resolutions, the SANBAG Board of Directors will take action to adopt the final Expenditure Plan and to request that the San Bernardino County Board of Supervisors place the Measure on the November 2, 2004 ballot.

The SANBAG Board of Directors, working with private sector stakeholders and City and County representatives, developed the Measure I Expenditure Plan over the past year and has approved it for circulation to the member jurisdictions.

## **FINANCIAL**

Adoption of this Resolution will have no financial impact. Approval of the continuation of Measure I by San Bernardino County voters will result in \$6 billion in transportation revenue countywide for the 30-year term. A total of \$1.3 billion would be allocated to the Mountain/Desert Sub areas, \$4.5 billion would be allocated to the San Bernardino Valley Sub area, and \$.17 billion would be allocated for improvements to the Cajon Pass. **A total of \$13.3 million would be allocated specifically to the City of Loma Linda for local transportation projects.**

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
LOMA LINDA, APPROVING THE EXPENDITURE PLAN FOR  
THE REVENUES EXPECTED TO BE DERIVED FROM THE  
PROPOSED CONTINUATION OF MEASURE I

WHEREAS, the citizens of San Bernardino County approved passage of Measure I in November 1989 authorizing San Bernardino Associated Governments, acting as the San Bernardino County Transportation Authority, to impose a one-half of one percent transactions and use tax for transportation improvements, applicable in the incorporated and unincorporated territory of the County of San Bernardino; and

WHEREAS, Measure I has provided funding for numerous transportation projects, including freeways, local roads, major streets, interchanges, the Metrolink commuter train system, public buses, traffic signals, and more; and

WHEREAS, the imposition of the one-half of one percent transactions and use tax is set to expire in 2010; and

WHEREAS, San Bernardino Associated Governments, working with private sector stakeholders and city and county representatives, has prepared an Expenditure Plan for the revenues expected to be derived from the proposed continuation of Measure I, which is anticipated to be placed on the November 2, 2004 ballot; and

WHEREAS, if approved by the voters, Measure I would authorize the collection of a one-half of one percent sales tax for a 30-year period from 2010 to 2040, generating an anticipated total of \$6 billion for local transportation projects; and

WHEREAS, if approved by the voters, Measure I would not institute a new tax, but would continue the existing one-half of one percent sales tax for transportation; and

WHEREAS, revenues raised from the continuation of Measure I would remain in San Bernardino County and could not be borrowed by the state or federal government; and

WHEREAS, Measure I would provide a long-term funding source to help fight traffic congestion; improve local streets, major roads and highways; and enhance San Bernardino County's economy by providing construction-related jobs, manufacturing jobs, and an effective transportation system to meet the needs of residents and the business community; and

WHEREAS, Public Utilities Code Section 180206 requires that the County Board of Supervisors and a majority of the cities representing a majority of the population approve the Measure I Expenditure Plan;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Loma Linda hereby approves the Measure I Expenditure Plan, attached hereto as Exhibit "A", developed by the Board of Directors of San Bernardino Associated Governments, acting as the San Bernardino County Transportation Authority.

Resolution No.  
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PASSED, APPROVED AND ADOPTED this 11<sup>th</sup> day of May 2004 by the following  
vote:

Ayes:  
Noes:  
Absent:  
Abstain:

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Karen Gaio Hansberger, Mayor

ATTEST:

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Pamela Byrnes-O'Camb, City Clerk

## Exhibit A

### Transportation Expenditure Plan

**Revenue Estimates and Distribution.** Allocation of revenue authorized by Ordinance No. 04-01 is established within this Expenditure Plan. Funds shall be allocated by percentage of the actual revenue received. An estimate of revenues and allocation among categories is reflected in Schedule A – Transportation Improvement Program. The estimated revenue is based upon 2004 value of money and is not binding or controlling.

**Return to Source.** After deduction of required Board of Equalization fees and authorized costs, revenues generated from each specified subarea within San Bernardino County will be expended on projects of direct benefit to that subarea. Revenues will be accounted for separately for each subarea and then allocated to specified project categories. Decisions on how revenues are expended within the subareas will be made by the Authority Board of Directors, based upon recommendation of local representatives.

**Subarea Identification.** The San Bernardino Valley Subarea will include the cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa and unincorporated areas in the east and west portions of the San Bernardino valley urbanized area. The Mountain-Desert area will include the following subareas: (1) The North Desert Subarea, which includes the City of Barstow and surrounding unincorporated areas; (2) The Colorado River Subarea, which includes the City of Needles and the surrounding unincorporated areas of the East Desert; (3) The Morongo Basin Subarea, which includes the City of Twentynine Palms, Town of Yucca Valley, and surrounding unincorporated areas; (4) The Mountain Subarea, which includes the City of Big Bear Lake and surrounding unincorporated areas of the San Bernardino Mountains; and (5) the Victor Valley Subarea, which includes the Cities of Adelanto, Hesperia, and Victorville; the Town of Apple Valley; and surrounding unincorporated areas including Wrightwood.

**Contribution from New Development.** No revenue generated from the tax shall be used to replace the fair share contributions required from new development.

**Requirement for Annual Financial and Compliance Audits of Measure “I” Funds.** The San Bernardino County Transportation Authority and each agency receiving an allocation of Measure “I” revenue authorized in this Expenditure Plan shall undergo an annual financial audit performed in accordance with generally accepted auditing standards and government auditing standards issued by the Comptroller General of the United States. Compliance audits also shall be conducted to insure that each agency is expending funds in accordance with the provisions and guidelines established for Measure “I” revenue.

**Cajon Pass Expenditure Plan.** Three percent of the revenue generated in the San Bernardino Valley Subarea and the Victor Valley Subarea will be reserved in advance of other allocations specified in this plan in an account for funding of the I-15/I-215 Interchange in Devore, I-15 widening through Cajon Pass, and truck lane development. Cajon Pass serves as the major transportation corridor connecting the two urbanized areas within San Bernardino County and is in need of the identified improvements. These improvements are critical components to intra-county travel for residents of both the Victor Valley and San Bernardino Valley. Projects to be constructed from the Cajon Pass Expenditure Plan are listed in Schedule C.

**San Bernardino Valley Subarea Expenditure Plan.** In that area described as the Valley Subarea, project categories shall be established as specified below. The San Bernardino Valley Subarea Expenditure Plan is illustrated in Schedule D.

**A. State and Federal Transportation Funds.** A proportional share of projected state and federal transportation funds shall be reserved for use solely within the Valley subarea.

**B. Revenue Estimates.** Tax revenues generated by Ordinance No. 04-01 for the Valley subarea over a thirty year period are estimated to be **\$4,520 million**. Approximately **\$881 million** in state and federal funds and approximately **\$777 million** in contributions from new development are projected for the area over this period, for an estimated total Valley area revenue of **\$6,178 million** for transportation improvements. Revenue estimates are not binding or controlling.

**C. Freeway Projects.** 29% of revenue collected in the San Bernardino Valley Subarea shall fund freeway projects within the San Bernardino Valley Subarea. Projects to be constructed with Freeway Projects funds are listed in Schedule D1. Cost estimates for such projects are not binding or controlling.

**D. Freeway Interchange Projects.** 11% of revenue collected in the Valley Subarea shall fund Freeway Interchange Projects. Projects to be constructed with Freeway Interchange Projects funds are listed in Schedule D2. Equitable geographic distribution of projects shall be taken into account over the life of the program.

**E. Major Street Projects.** 20% Over the thirty-year life of Measure "I," the Major Street Projects category will accrue approximately 18% of revenue collected in the Valley. Upon initial collection of revenue, the Major Street Projects category will receive 20% of revenue collected in the Valley. Effective ten years following initial collection of revenue, the Major Street Projects allocation shall be reduced to no more 17% but to not less than 12% upon approval by the Authority Board of Directors and the Express Bus/Bus Rapid Transit Service allocation shall be increased by a like amount. Amendments beyond those authorized in this section shall require a formal amendment as provided in the Measure "I" Ordinance.

Major Street Projects are defined as congestion relief and safety improvements to major streets that connect communities, serve major destinations, and provide freeway access. The Major Street Projects portion of the San Bernardino Valley program shall be expended pursuant to a five-year project list to be annually adopted by the Authority after being made available for public review and comment. Funding priorities shall be given to improving roadway safety, relieving congestion, street improvements at rail crossings and shall take into account equitable geographic distribution over the life of the program.

**F. Local Street Projects.** 20% of revenue collected in the Valley Subarea shall be distributed among local jurisdictions in the Valley Subarea for Local Street Projects. Allocations to local jurisdictions shall be on a per capita basis using the most recent State Department of Finance population estimates for January 1, with the County's portion based upon unincorporated population in the Valley Subarea. Estimates of unincorporated population within the Valley Subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate for January 1 of each year.

Local Street Projects are defined as local street and road construction, repair, maintenance and other eligible local transportation priorities. Local Street Project funds can be used flexibly for any eligible transportation purpose determined to be a local priority, including local streets, major highways, state highway improvements, transit, and other improvements/programs to maximize use of transportation facilities. Expenditure of Local Street Project funds shall be based upon a Five Year Plan adopted annually by the governing body of each jurisdiction after being made

available for public review and comment. Local Street Project funds shall be disbursed to local jurisdictions upon receipt of the annually adopted Five Year Plan. The local adopted Five Year Plan shall be consistent with local, regional, and state transportation plans.

**G. Metrolink/Rail Service.** 8% of revenue collected in the Valley Subarea shall fund Metrolink/Rail Service. Eligible expenditures of Metrolink/Rail Service funds include purchase of additional commuter rail passenger cars and locomotives for use on Metrolink lines serving San Bernardino County; construction of additional track capacity necessary to operate more passenger trains on Metrolink lines serving San Bernardino County; construction of additional parking spaces at Metrolink stations in San Bernardino County; and provision of funds to match State and Federal funds used to maintain the railroad track, signal systems, and road crossings for passenger rail service in San Bernardino County, construction and operation of a new passenger rail service between the cities of San Bernardino and Redlands, and construction and operation of an extension of the Gold Line to Montclair Transit Center for San Bernardino County passengers traveling to San Gabriel Valley cities, Pasadena, and Los Angeles. Projects to be funded by Metrolink/Rail Service funds are listed in Schedule D5.

**H. Senior and Disabled Transit Service.** 8% of revenue collected in the Valley Subarea shall fund Senior and Disabled Transit Service. 6% of revenue collected in the Valley Subarea in this category shall be expended to reduce fares and enhance service for senior citizens and persons with disabilities. Eligible expenditures in the Senior and Disabled Transit Service category shall include: (1) The provision of funding to off-set a portion of future senior and disabled fare increases that would apply to fixed route, Community Link and complementary paratransit services. (2) The provision of local funds to help off-set operating and capital costs associated with special transit services provided by transit operators, cities and non-profit agencies for seniors and persons with disabilities. (3) At least 2% of the revenue collected in the Valley Subarea in this category will be directed to the creation of a Consolidated Transit Service Agency which will be responsible for the coordination of transit services provided to seniors and persons with disabilities.

**I. Express Bus/Bus Rapid Transit Service.** 2% Over the thirty-year life of Measure "I," the Express Bus/Bus Rapid Transit Service category will accrue approximately 4% of revenue collected in the Valley. Upon initial collection of revenue, the Express Bus/Bus Rapid Transit Service category will receive 2% of revenue collected in the Valley. Effective ten years following initial collection of revenue, the Express Bus/Bus Rapid Transit Service category shall be increased to at least 5%, but no more than 10% upon approval by the Authority Board of Directors. The Major Street Projects category shall be reduced by a like amount. Amendments beyond those authorized in this section shall require a formal amendment as provided by the Measure "I" Ordinance.

Funds in this category shall be expended for the development, implementation and operation of express bus and bus rapid transit service, to be jointly developed by the Authority and transit service agencies serving the Valley Subarea. Eligible projects to be funded by Express Bus/Bus Rapid Transit Service funds shall include contributions to operating and capital costs associated with implementing high-speed, express-type bus service in high-density travel corridors.

**J. Traffic Management Systems.** 2% of revenue collected in the Valley Subarea shall fund traffic management systems. Eligible projects under this category shall include signal synchronization, systems to improve traffic flow, commuter assistance programs, freeway service patrol, and projects which contribute to environmental enhancement associated with transportation facilities.



**Mountain/Desert Expenditure Plan.** In that area described as the Mountain/Desert Area, the following Expenditure Plan requirements shall apply. Schedules E, F, G, H, I illustrate estimated revenue and projects to be constructed in each Mountain/Desert subarea.

**A. State and Federal Transportation Funds.** A proportional share of projected state and federal transportation funds shall be reserved for use solely within the Mountain/Desert subareas.

**B. Revenue Estimates.** Tax revenues generated by Ordinance No. 04-01 for the Mountain/Desert region over a thirty year period are estimated to be **\$1,250 million**. Approximately **\$165 million** in state and federal funds and approximately **\$369 million** in contributions from new development are projected for the area over this period, for an estimated total Mountain-Desert area revenue of **\$1,784 million** for transportation improvements. Revenue estimates are not binding or controlling.

**C. Local Street Projects.** 70% of revenue collected within each subarea shall be apportioned for Local Street Projects within each subarea. 2% of revenue collected within each subarea shall be reserved in a special account to be expended on Project Development and Traffic Management Systems. Eligible Project Development and Traffic Management Systems projects may include, at the discretion of local subarea representatives, costs associated with corridor studies and project study reports, projects to improve traffic flow and maximize use of transportation facilities, congestion management, commuter assistance programs, and projects which contribute to environmental enhancement associated with highway facilities. Expenditure of Project Development and Traffic Management Systems funds shall be approved by the Authority Board of Directors, based upon a recommendation of subarea representatives and the Mountain/Desert Committee. If, after five years of revenue collection and every five years thereafter, the local representatives and the Mountain/Desert Committee make a finding that Project Development and Traffic Management Systems funds are not required for improvements of benefit to the subarea, then revenue in the Project Management and Traffic Management Systems category may be returned to the general Local Street Projects category. Such return shall be allocated and expended based upon the formula and requirements established in the general Local Street Projects category.

After reservation of 2% collected in each subarea for Project Development and Traffic Management Systems, the remaining amount of funds in the general Local Street Projects category shall be allocated to local jurisdictions based upon population (50 percent) and tax generation (50 percent). Population calculations shall be based upon the most current State Department of Finance estimates for January 1 of each year. Estimates of unincorporated population within each subarea shall be determined by the County Planning Department, reconciled with the State Department of Finance population estimate. Tax generation calculations shall be based upon State Board of Equalization data. Schedules E, F, G, H, I reflect the estimate of revenue available for Local Street Projects in each Mountain/Desert subarea.

Projects in the general Local Street Projects category are defined as local street and road construction, repair, maintenance and other eligible local transportation priorities. Local Transportation Project funds may be used flexibly for any eligible transportation purpose determined to be a local priority, including local roads, major streets, state highway improvements, transit, including but not limited to, fare subsidies and service enhancements for seniors and persons with disabilities, and other improvements/programs to maximize use of transportation facilities. Expenditure of Local Transportation Project Funds shall be based upon the Five Year Plan adopted annually by resolution of the governing body of each jurisdiction after being made available for public review and comment. Local Street Project funds shall be disbursed to local jurisdictions upon receipt of the annually adopted Five Year Plan. The locally adopted Five Year Plans shall be consistent with other local, regional, and state transportation plans.

**D. Major Local Highway Projects.** 25% of revenue collected within each subarea shall be reserved in a special account to be expended on Major Local Highway Projects of benefit to the subarea. Major Local Highway Projects are defined as major streets and highways serving as primary routes of travel within the subarea, which may include State highways and freeways, where appropriate. Major Local Highway Projects funds can be utilized to leverage other state and federal funds for transportation projects and to perform advance planning/project reports. Expenditure of Major Local Highway Projects funds shall be approved by the Authority Board of Directors, based upon a recommendation of subarea representatives and the Mountain/Desert Committee. If, after five years of revenue collection and every five years thereafter, the local representatives and the Mountain/Desert Committee make a finding that Major Local Highway Projects funds are not required for improvements of benefit to the subarea, then revenue in the Major Local Highway Projects category may be returned to jurisdictions within the subarea. Such return shall be allocated and expended based upon the formula and requirements established in the general Local Street Projects category.

**E. Senior and Disabled Transit Service.** 5% of revenue collected within each subarea shall be reserved in an account for Senior and Disabled Transit Service. Senior and Disabled Transit is defined as contributions to transit operators for fare subsidies for senior citizens and persons with disabilities or enhancements to transit service provided to seniors and persons with disabilities. In the Victor Valley subarea, the percentage for Senior and Disabled Transit Service shall increase by .5% in 2015 with additional increases of .5% every five years thereafter to a maximum of 7.5%. Such increases shall automatically occur unless each local jurisdiction within the subarea makes a finding that such increase is not required to address unmet transit needs of senior and disabled transit users. In the North Desert, Colorado River, Morongo Basin, and Mountain Subareas, local representatives may provide additional funding beyond 5% upon a finding that such increase is required to address unmet transit needs of senior and disabled transit services. All increases above the 5% initial revenue collected for Senior and Disabled Transit Service shall come from the general Local Street Projects category of the subarea.

Expenditure of Senior and Disabled Transit Service funds shall be approved by the Authority Board of Directors, based upon recommendation of subarea representatives and the Mountain/Desert Committee.

**F. Mountain/Desert Committee.** The Mountain-Desert Committee of the Authority shall remain in effect and provide oversight to implementation of the Mountain/Desert Expenditure Plan.

## Measure "I" Transportation Expenditure Plan Schedules

### SCHEDULE A

#### Countywide Measure "I" Revenue and Distribution

Estimated Countywide Measure "I" Distribution	Amount
<b>Cajon Pass Expenditure Plan</b>	
(3% of San Bernardino Valley Subarea and Victor Valley Subarea Revenues - See Schedule C)	<b>\$ 170 Million</b>
<b>Total San Bernardino Valley Subarea Expenditure Plan</b>	
(See Schedule D)	<b>\$ 4,520 Million</b>
<b>Total Mountain-Desert Expenditure Plan</b>	<b>\$ 1,250 Million</b>
Victor Valley Subarea (See Schedule E)	\$ 852 Million
North Desert Subarea (See Schedule F)	\$ 95 Million
Mountains Subarea (See Schedule G)	\$ 119 Million
Morongo Basin Subarea (See Schedule H)	\$ 125 Million
Colorado River Subarea (See Schedule I)	\$ 59 Million

### SCHEDULE B

#### Transportation Improvement Revenues

Total Countywide Transportation Revenues	Amount
Estimated Countywide Measure "I" Revenue	\$ 6,120 Million
(Less 1% Administration and 2% Board of Equalization Collection Charge)	( <u>\$ 180</u> ) Million
Countywide Measure "I" Revenue Available for Transportation Projects (See Schedule A)	\$ 5,940 Million
Estimated State and Federal Revenues	\$ 1,106 Million
Estimated Contributions from New Development	<u>\$ 1,146</u> Million
<b>Total Estimate Revenue Available for Transportation Projects</b>	<b>\$ 8,192 Million</b>

## SCHEDULE C

### Cajon Pass Expenditure Plan

<b>Project Description</b>	<b>Amount</b>
<i>I-15 Widening and Improvement through Cajon Pass</i>	<i>\$ 170 Million</i>
<i>Devore Interchange Widening and Improvements at I-15/I-215</i>	<i>\$ 40 Million</i>
<i>I-15 Dedicated Truck Lane Development</i>	<i>\$ 20 Million</i>
<i>Total Cajon Pass Projects Cost</i>	<i>\$ 230 Million</i>
<b>Cajon Pass Measure "I" Revenue</b>	<b>\$ 170 Million</b>
State and Federal Revenues	\$ 60 Million
Total Cajon Pass Projects Revenues	\$ 230 Million

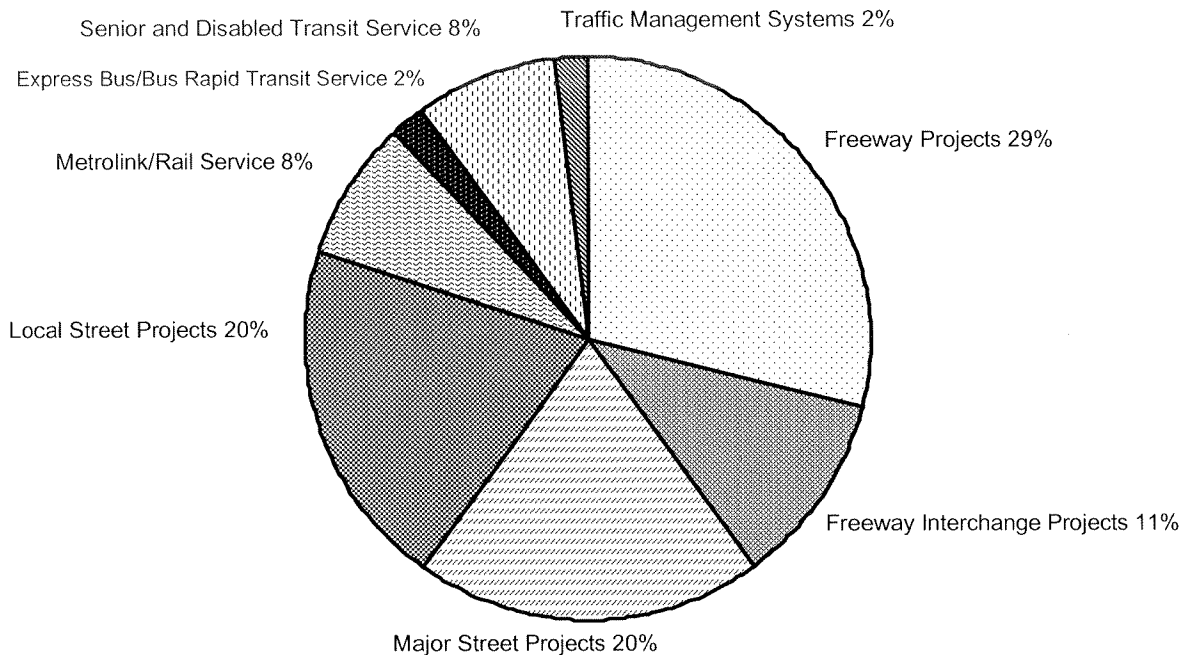
## SCHEDULE D

### San Bernardino Valley Subarea Expenditure Plan

<b>Project Category</b>	<b>Measure "I" Percentage</b>	<b>Amount</b>
Freeway Projects (See Schedule D1)	29%	\$ 1,311 Million
Freeway Interchange Projects (See Schedule D2)	11%	\$ 497 Million
Major Street Projects* (See Schedule D3)	20%	\$ 814 Million
Local Street Projects (See Schedule D4)	20%	\$ 904 Million
Metrolink/Rail Service (See Schedule D5)	8%	\$ 362 Million
Express Bus/Bus Rapid Transit Service* (See Schedule D6)	2%	\$ 180 Million
Senior and Disabled Transit Service	8%	\$ 362 Million
Traffic Management Systems	<u>2%</u>	<u>\$ 90 Million</u>
<b>Total San Bernardino Valley Subarea Measure "I" Revenue</b>	<b>100%</b>	<b>\$4,520 Million</b>

\* Percentage distribution adjusts to serve transportation needs. Amount shown is average over 30-year Measure.

**FIGURE D**  
**San Bernardino Valley Subarea Expenditure Plan**



**SCHEDULE D1**

**San Bernardino Valley Expenditure Plan Freeway Projects Detail**

<b>Freeway Projects</b>	<b>Amount</b>
<i>I-10 Widening from I-15 to Riverside County Line</i>	\$ 610 Million
<i>I-15 Widening from Riverside County Line to I-215</i>	\$ 180 Million
<i>I-215 Widening from Riverside County Line to I-10</i>	\$ 120 Million
<i>I-215 Widening from SR-30/210 to I-15</i>	\$ 300 Million
<i>SR-30/210 Widening from I-215 to I-10</i>	\$ 140 Million
<i>Carpool Lane Connectors</i>	\$ 90 Million
<i>Total Freeway Projects Cost</i>	<i>\$ 1,440 Million</i>
<b>Freeway Projects Measure "I" Revenue</b>	<b>\$ 1,311 Million</b>
State and Federal Revenues	\$ 129 Million
<b>Total Freeway Projects Revenues</b>	<b>\$ 1,440 Million</b>

## SCHEDULE D2

### San Bernardino Valley Expenditure Plan Freeway Interchange Projects Detail

Freeway Interchange Projects	Amount
<i>Improvements including but not limited to:</i>	
<i>I-10 Interchanges at Monte Vista, Grove/Fourth St, Vineyard, Cherry, Citrus, Cedar, Riverside, Mt. Vernon, Tippecanoe, Mountain View, California, Alabama, Wabash, Live Oak Canyon, Wildwood Canyon</i>	
<i>I-15 Interchanges at 6<sup>th</sup> St/Arrow, Baseline, Duncan Canyon, Sierra</i>	
<i>SR-60 Interchanges at Ramona, Central, Mountain, Grove, Vineyard</i>	
<i>I-215 Interchanges at University Parkway and Palm</i>	
<i>SR-30/210 Interchanges at Waterman, Del Rosa, Highland, 5<sup>th</sup> St, and Baseline</i>	
<b>Freeway Interchange Projects Measure "I" Revenue</b>	<b>\$ 497 Million</b>
State and Federal Revenues	\$ 32 Million
Contribution from New Development	<u>\$ 333 Million</u>
Total Interchange Projects Revenues	<u>\$ 862 Million</u>

## SCHEDULE D3

### San Bernardino Valley Expenditure Plan Major Street Projects Detail

Major Street Projects	Amount
<i>Improvements to major streets that connect communities, serve major destinations, and provide freeway access, such as but not limited to:</i>	
<i>Edison, Pine, Central, Mountain, Grove</i>	
<i>Foothill/Fifth, Baseline, Valley, Slover, Jurupa</i>	
<i>Tippecanoe, Anderson, University, Palm</i>	
<i>Lugonia, Barton, improvements to relieve traffic on Yucaipa Blvd</i>	
<i>Railroad Crossing Improvements, such as but not limited to Milliken and Hunts Ln</i>	
<b>Major Street Projects Measure "I" Revenue</b>	<b>\$ 814 Million</b>
State and Federal Revenues	\$ 82 Million
Contribution from New Development	<u>\$ 444 Million</u>
Total Major Street Projects Revenues	<u>\$ 1,340 Million</u>

#### SCHEDULE D4

##### San Bernardino Valley Expenditure Plan Local Street Projects Detail

Local Street Projects	Amount
<i>Distribution to cities and County for street repair and improvements</i>	
<b>Local Street Projects Measure "I" Revenue</b>	<b>\$ 904 Million</b>
State and Federal Revenues	<u>\$ 187 Million</u>
Total Local Street Projects Revenues	<u>\$ 1,091 Million</u>

#### SCHEDULE D5

##### San Bernardino Valley Expenditure Plan Metrolink/Rail Service Detail

Metrolink/Rail Service	Amount
<i>Contributions to the following projects:</i>	
<i>Metrolink</i>	
<i>Redlands Extension</i>	
<i>Gold Line Extension</i>	
<b>Metrolink/Rail Service Measure "I" Revenue</b>	<b>\$ 362 Million</b>
State and Federal Revenues	<u>\$ 330 Million</u>
Total Metrolink/Rail Service Revenues	<u>\$ 692 Million</u>

#### SCHEDULE D6

##### San Bernardino Valley Expenditure Plan Express Bus/Bus Rapid Transit Service Detail

Express Bus/Bus Rapid Transit Service	Amount
<b>Express Bus/Bus Rapid Transit Service Measure "I" Revenue</b>	<b>\$ 180 Million</b>
State and Federal Revenues	<u>\$ 121 Million</u>
Total Express Bus/Bus Rapid Transit Service Revenues	<u>\$ 301 Million</u>

## SCHEDULE E

### Victor Valley Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 596 Million
Major Local Highway Projects	25%	\$ 213 Million
Senior and Disabled Transit Service	5%	\$ 43 Million
<b>Total Victor Valley Subarea Measure "I" Revenue</b>	<b>100%</b>	<b>\$852 Million</b>

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<b>Victor Valley Expenditure Plan Detail</b>		
<b>Local Street Projects</b>		
<i>Distribution to cities and County for street repair and improvements</i>		
<i>New construction to relieve Bear Valley Rd, Ranchero Rd, new east/west roadways</i>		
<b>Local Street Projects Measure "I" Revenue</b>		<b>\$ 596 Million</b>
State and Federal Revenues		\$ 39 Million
Contribution from New Development, Major Streets		\$ 281 Million
Total Local Street Projects Revenues		\$ 916 Million

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<b>Major Local Highway Projects</b>		
<i>Contributions to Projects including but not limited to:</i>		
<i>New Interchanges at I-15 and Ranchero, Eucalyptus, LaMesa/Nisqualli</i>		
<i>High Desert Corridor</i>		
<i>I-15 Widening through Victor Valley</i>		
<i>SR-138 Widening and Improvements</i>		
<i>US-395 Widening and Improvements</i>		
<b>Major Local Highway Projects Measure "I" Revenue</b>		<b>\$ 213 Million</b>
State and Federal Revenues		\$ 112 Million
Contribution from New Development, Freeway Interchanges		\$ 88 Million
Total Major Local Highway Projects Revenues		\$ 413 Million

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<b>Senior and Disabled Transit Service</b>		<b>\$ 43 Million</b>
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## SCHEDULE F

### North Desert Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 66 Million
Major Local Highway Projects	25%	\$ 24 Million
Senior and Disabled Transit Service	5%	\$ 5 Million
<b>Total North Desert Subarea Measure "I" Revenue</b>	<b>100%</b>	<b>\$ 95 Million</b>

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<b>North Desert Expenditure Plan Detail</b>		
<b>Local Street Projects</b>		
<i>Distribution to cities and County for street repair and improvements</i>		
<i>Improvements including but not limited to Lenwood Rd, Armory Rd, Rimrock Rd and Main St</i>		
<b>Local Street Projects Measure "I" Revenue</b>		<b>\$ 66 Million</b>
State and Federal Revenues		\$ 2 Million
Total Local Street Projects Revenues		\$ 68 Million
<b>Major Local Highway Projects</b>		<b>\$ 24 Million</b>
<i>Contributions to Projects including but not limited to:</i>		
<i>SR-58 Widening and Improvements</i>		
<i>US-395 Widening and Improvements</i>		
<i>Lenwood Rd and Vista Rd Grade Separations in Barstow</i>		
<b>Senior and Disabled Transit Service</b>		<b>\$ 5 Million</b>

## SCHEDULE G

### Mountains Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 83 Million
Major Local Highway Projects	25%	\$ 30 Million
Senior and Disabled Transit Service	5%	\$ 6 Million
<b>Total Mountains Subarea Measure "I" Revenue</b>	<b>100%</b>	<b>\$119 Million</b>
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<b>Mountains Expenditure Plan Detail</b>		
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<b>Local Street Projects</b>		
<i>Distribution to cities and County for street repair and improvements</i>		
<b>Local Street Projects Measure "I" Revenue</b>		<b>\$ 83 Million</b>
State and Federal Revenues		\$ 5 Million
Total Local Street Projects Revenues		\$ 88 Million
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<b>Major Local Highway Projects</b>		<b>\$ 30 Million</b>
<i>Contributions to Projects including but not limited to:</i>		
<i>SR-18 &amp; SR-38 Safety and Traffic Flow Improvements</i>		
<i>SR-330 Safety and Traffic Flow Improvements</i>		
<i>SR-138 Safety and Intersection Improvements</i>		
<i>SR-18 Safety and Intersection Improvements</i>		
<i>Realignment and Rehabilitation of Daley Canyon Rd and Kuffel Canyon Rd</i>		
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<b>Senior and Disabled Transit Service (5%)</b>		<b>\$ 6 Million</b>

## SCHEDULE H

### Morongo Basin Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 88 Million
Major Local Highway Projects	25%	\$ 31 Million
Senior and Disabled Transit Service	5%	\$ 6 Million
<b>Total Morongo Basin Subarea Measure "I" Revenue</b>	<b>100%</b>	<b>\$ 125 Million</b>
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<b>Morongo Basin Expenditure Plan Detail</b>		
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<b>Local Street Projects</b>		
<i>Distribution to cities and County for street repair and improvements</i>		
	<b>Local Street Projects Measure "I" Revenue</b>	<b>\$ 88 Million</b>
	State and Federal Revenues	\$ 5 Million
	Total Local Street Projects Revenues	\$ 93 Million
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	<b>Major Local Highway Projects</b>	<b>\$ 31 Million</b>
<i>Contributions to Projects including but not limited to:</i>		
<i>SR-62 &amp; SR-247 Widening and Safety Improvements</i>		
<i>SR-62 Widening and Safety Improvements between the Morongo Basin and the Coachella Valley</i>		
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	<b>Senior and Disabled Transit Service</b>	<b>\$ 6 Million</b>

## SCHEDULE I

### Colorado River Subarea Expenditure Plan

Project Category	Measure "I" Percentage	Amount
Local Street Projects	70%	\$ 41 Million
Major Local Highway Projects	25%	\$ 15 Million
Senior and Disabled Transit Service	5%	\$ 3 Million
<b>Total Colorado River Subarea Measure "I" Revenue</b>	<b>100%</b>	<b>\$ 59 Million</b>
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<b>Colorado River Expenditure Plan Detail</b>		
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<b>Local Street Projects</b>		
<i>Distribution to cities and County for street repair and improvements</i>		
	<b>Local Street Projects Measure "I" Revenue</b>	<b>\$ 41 Million</b>
	State and Federal Revenues	\$ 2 Million
	<b>Total Local Street Projects Revenues</b>	<b>\$ 43 Million</b>
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<b>Major Local Highway Projects</b>		<b>\$ 15 Million</b>
<i>Contributions to Projects including but not limited to:</i>		
<i>Needles Highway Widening and Realignment from I-40 to the Nevada State Line</i>		
<i>Reconstruction of J Street and Construction of new Bridge in Needles connecting I-40 to Arizona</i>		
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<b>Senior and Disabled Transit Service (5%)</b>		<b>\$ 3 Million</b>

**FIGURE J**  
**Mountain/Desert Expenditure Plan**

